



# Huila

The Newsletter of the Hawaii Region of  
The Sports Car Club of America

Volume 9 Issue 10

October 2000

## Solo II Talk

by Joe Batista

photos by Lisa Arakawa

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### Editors Note:

After August’s torrential downpour, and the heavy rain during the drivers training the week after, and being “run over”, our timing lights have finally given up.

This month we will debut the new timing lights that we hope will eliminate all those extra runs the white cars are getting, and provide a more consistent and smoother running day.

Many of you are already aware if this, but the results are posted on-line within a couple days of the race. Go to our page: [www.hawaiiis.com/scca/](http://www.hawaiiis.com/scca/) to find a link to the results.— CS



*You can't see it in this picture, but this car runs with a sticker that reads "Quick Brick Racing" Well...it is rather boxy. <G>*

It seems that every event we've had in the last few months has always had its share of surprises and drama. Rain storms, hail, locusts, outrageous heat and humidity and those darn Subaru guys! Last month's Solo II was no different than the others. No, there weren't any freak acts of Mother Nature, but there were others. The biggest problem was the timing lights. Right from the start they were giving workers in the first heat trouble. Eventu-



*Robert Casteel brought out a new Honda Civic and PAXed it 52nd in his first time out.*

ally, after attempts at repair, our officials decided to go with a manual start and a regular finish. Some of the drivers were a little skeptical of the results, due to the margin of error that might be caused by the manual start. But in the end, the issue of the driving lights wasn't much of a big deal.

There was an interesting problem with white cars, though. For some odd reason, they could not trip the automatic timing lights at the end of the track! Talk about headaches! A few of the drivers got at



*Summer's over...School's started again...and the Castle H.S. car returns to Autocross!*

least 7 or 8 runs (you know who you are...Richard Crabbe, Francis Lining and even Kevin Ham). Not that it was their fault, but I'm sure they had a great time doing it!

This month, Curtis Lee was away representing Hawaii in the Nationals, so it was anyone's chance to take fastest time of the day. With no doubt, once again Keith Greer took fastest time of the day in his Red Devil F440 with a time of 56.157! Way

*(Continued on page 2)*

## Notes From the Regional Executive

By Lindsey Akamu

As you may have read in the last newsletter, I have decided to retire from my position. In light of that, we will have to hold elections for a new regional executive and the Board of Directors. It is very important to let us know at the earliest possible date if you are interested in any of the positions. The only requirement to hold office is being a SCCA member and have a desire to help your fellow racers. Time is running short.

We would like to hold the elections in December. Ballots would be included in the December issue. For that reason we need to know if you would like to be a candidate. We need to know NOW. We would like to publish a list of all candidates in the November issue. The club is governed by the Regional Executive and five Board of Directors. All positions will be open. Within the Board of Directors, we have an Assistance Regional Executive and a membership chairman.

If you are interested in supporting the club by being an officer, please contact myself or Colin Sato. We would like to know what position you are interested in and a little about yourself. If you don't like the way the club is being run, this is your chance in making it better. Don't hesitate, be a part of the team that makes a difference in the way we race.

## Solo II Talk

*(Continued from page 1)*

to go Keith. Kevin Ham was second in his Porsche with 58.853 and rounding out the top three was Ken Van Orman in his BMW M3 with 60.291. These drivers are constantly in the top of the Solo II group, and with good reason! Keep driving hard guys.

Now for the part where I introduce all the novices of this past month's autocross. I remember my first race back in September of last year. I found out what a good time I had and never stopped or missed a race yet. I hope you drivers feel the same way. We hope to see more of the novices



*The timing lights were not the only thing not working, one of our radios took the day off too. Hal Tome show us a creative use for a traffic cone.*

sticking around and enjoying all that autocrossing has to offer. They are Lyle Terayma, David Koseki, Tyler Teruya, Brandon Sodetani, Michael Durrett, Paul Detton, Sean Kimura, Chuck Hill, Chris Chase, Kaleiohu Lee, Robert Casteel, Craig Watanabe, and Shawn Naito. Welcome!

Here comes the SCCA Public Service announcement from Ditchhanger Productions. Although Lindsey will probably remind everyone, I want to say it again. If he doesn't say anything, then I am helping out! Gotta make points, right?!? I'm only kidding! Anyway, everyone that races has to help out. That means everyone that signs up to race has to do his or her work assignments. I've noticed that



*Like many of the other Novices this weekend, Sean Kimura steadily improved his times as the day progressed, finally finishing with a 73.038.*

there are more people doing their duty, but when you sign up, you have to take that job seriously. If you were on the track and someone messed something up for you, I'm pretty sure you wouldn't be very happy. If you are out on the track as a track worker, make sure to be alert and pay



*Newcomer Michael Durrett steadily improved his times from 1st run of 85.883 to a best of 74.019.*

attention. If you notice something, call in the course chief. The officials can work out deciding if your call is right or wrong. Pay attention to the briefing that Lindsey gives before racing starts. It may seem monotonous (sorry, Lindsey) and you've probably heard it before, but there are always important things to pay attention to. For the drivers...if you notice the track as not being set up the way it should be, pull off the track. If you complete your race and the track is not set up right, you will not get another chance and other drivers might not notice it. I know I sound like a broken record, but it is just for everyone's benefit to have a good time. This concludes my Public Service Announcement from Ditchhanger Productions.

With that, I'll see you guys this month at October's Autocross and remember to feel the need for speed!

**October's Club of the Month is the Mustang Club, let's all welcome them to our next event.**



*Braden Lee in the 240 SX, 72.827*

Our top Novice for September was Craig Watanabe driving his Honda Accord. In his first time out, Craig managed to PAX 38th despite DNFs in his first two runs. Honorable Mention goes to Chuck Hill in a BMW 325 who was only a couple "ticks" behind in 40th place. Good job guys, we hope to see more of you in the future!

## New Driver Adds to the Formula Ford Show

By Ed Kemper

Although the field was small for the August 27th Hawaii Regional race held at Hawaii Raceway Park, the addition of a new car and driver combo made the day. Alan Zane, who has been driving his Ferrari at Hawaii Raceway Park on track days for sometime, decided to take the plunge and buy a Formula Ford to compete in the open wheeled race. Compete he did. The Formula Ford racers have decided to drive on the same spec racing tires and compete in a Crossle chassis. Alan's version is a slightly newer model with a completely different body style. It is not only narrower, but has a huge doom over the engine compartment and a longer rear spoiler.

### The Best Race

As usual, the Formula Ford qualifying was tight. With David Goto out with mechanical problems and Bob Sato in his Formula Ford 2000 choosing not to qualify, Steve Timpson was on the pole followed by Zane, Tom Ito, Stephen Hirasuna, and Sato.

After the green flag dropped, Sato was able to, within a couple of laps pull into the lead, but not for long. With transmission trouble he was out early, but was still able to pull off the fastest lap of the day with a 57.211. Timpson then set sail on the rest of the pack to ultimately finish 13 seconds ahead of the group. The race for second place turned out to be the real race. Hirasuna came up through the group to momentarily get into second only to miss a shift in the sweeper and immediately drop to fourth and stay there. Meanwhile, the real dual of the race was between Ito and our newcomer Alan Zane. It was a story of pass and repass at the end of the straight at turn one. Zane had a little bit more speed on the straight, but Ito made it up in the corners. Ultimately Zane was able to maintain 2nd place by beating Ito by 6/10s of a second.

### The Small, Medium and Large Race

With Lee Guertler's 240z out because of terminal frame damage and some of the other semi-regulars out, the closed wheel race was small in number and not to exciting. The medium sized unit of Scott Schulte (Porsche 911) was clearly the fastest of the field. Wes Aihara in the smallest car (CRX) was next, followed by the heavy weight Mustang of Ed Kemper. In a word, the racers qualified in that order and finished as they qualified.

### The Porsche Solo

Unfortunately, the solo field was smaller with just two contenders in Porsches. Ron Mishima turned a 1:01.592 for his best single lap of 4 and Lindsay Akamu had 1:04.624.

### Next race

Hopefully, before the next race on October 29th at HRP, the various mechanical maladies that have befallen the drivers will be fixed and fuller fields will again appear. Remember must of

the regional races are televised on Channel 52 at 8:30 pm every Tuesday, so if you cannot make the races at least you can see them.



## Results From Sports Car Club Of America

### Hawaii Raceway Park

Sunday August 27, 2000

Track Length 1.320 Miles

### Open Wheel Formula (25 minutes)

- |                     |             |
|---------------------|-------------|
| 1. Steve Timpson    | Crossle 50F |
| 2. Alan Zane        | Crossle 50F |
| 3. Thomas Ito       | Crossle 50F |
| 4. Stephen Hirasuna | Crossle 50F |
| 5. Bob Sato         | Ford 2000   |

### Solo I

- |               |                 |           |
|---------------|-----------------|-----------|
| Ron Mishima   | Porsche 911SC   | 01:01.592 |
| Lindsey Akamu | Porsche Carrera | 01:04.624 |

### Closed Wheel Race (20 minutes)

- |                  |              |
|------------------|--------------|
| 1. Scott Schulte | Porsche 911  |
| 2. Wes Aihara    | Honda CRX    |
| 3. Ed Kemper     | Ford Mustang |

## Huila Classifieds

### For Sale

SCCA race-legal ITC Fiesta. (Formerly raced by MG Lewis).

Low cost racing or Solo.

\$200. Blaine 732-1812



Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>AS</b> Class Average : 65.277										
Colin Sato	Honda	S2000	63.004	66.252	2 62.350	61.921	61.921	13	50.466	11
Collyer Young	Porsche	911 Carrera	67.007	66.227	66.084	66.344	66.084	34	53.858	30
Jayson Guzman	BMW	M3	67.827	68.720	69.948	71.133	67.827	40	55.279	36
<b>BS</b> Class Average : 66.229										
George Atkins	BMW	Z3	65.545	65.288	64.414	61.531	61.531	9	49.963	4
Panos Prevedouros	Mazda	Miata	64.992	65.936	65.647	64.268	64.268	25	52.186	21
Darrell Wong	Porsche	914	66.395	65.166	65.747	65.161	65.161	30	52.911	26
John Newton	Mazda	Miata	66.870	67.957	1 65.929	DNS	65.929	33	53.534	29
Russell Yamaguchi	Mazda	Miata	67.939	67.032	67.233	78.891	1 67.032	36	54.430	33
David Koseki	Mazda	Miata	79.058	75.531	74.486	73.455	73.455	70	59.645	64 N
<b>CS</b> Class Average : 70.599										
Jason Dovgan	Mazda	Miata	65.030	64.174	63.851	63.206	63.206	18	50.818	14
Scott Presson	Mazda	Miata	77.992	1 DNS	DNS	DNS	77.992	77	62.706	75
<b>DS</b> Class Average : 70.342										
Ed Hollmann	Dodge	Neon	72.141	71.102	70.342	74.358	1 70.342	55	56.203	45
<b>ES</b> Class Average : 72.573										
Jessie Weinberger	Plymouth	Laser RS	72.679	72.738	71.088	71.374	71.088	58	55.875	43
Larry Tang	Nissan	240SX	76.532	1 77.863	74.058	76.506	1 74.058	73	58.210	56
<b>FS</b> Class Average : 69.280										
Richard Takaba	Chevy	Camaro	68.515	68.539	67.171	65.233	65.233	32	52.643	24
Jon Matsushige	Chevy	Camaro	70.322	67.463	73.239	74.686	1 67.463	38	54.443	34
Robert Barrand	Chevy	Camaro	70.956	69.833	70.775	69.515	69.515	51	56.099	44
Larson Kiyabu	Chevy	Camaro	71.383	71.150	71.342	71.309	71.150	60	57.418	54
Sean Kimura	Chevy	Camaro	76.664	76.681	75.828	73.038	73.038	65	58.942	60 N
<b>GS</b> Class Average : 70.821										
Reid Morimoto	Acura	Integra Typ	66.452	64.726	1 69.295	3 63.613	63.613	21	50.191	6
Edward Kemper III	BMW	325is	67.264	68.910	66.865	66.786	66.786	35	52.694	25
Francis Lining	Subaru	Legacy	71.638	70.151	68.562	72.729	68.562	45	54.095	32
Chuck Hill	BMW	325	72.495	DNF	70.964	70.601	70.601	56	55.704	40 N
Charles Huang	Volvo	850 Wagor	77.196	71.937	72.730	71.372	71.372	61	56.313	47
Ryan Watanabe	Subaru	Legacy	72.027	71.801	72.523	73.765	71.801	62	56.651	48
Chris Chase	Honda	Prelude	76.790	79.255	1 78.945	2 75.236	75.236	76	59.361	62 N
Kaleiohu Lee	Toyota	Celica	85.104	81.423	82.121	78.599	78.599	78	62.015	73 N
<b>HS</b> Class Average : 73.170										
Robert Casteel	Honda	Civic	81.207	76.304	73.969	73.170	73.170	66	57.146	52 N
<b>ASP</b> Class Average : 62.725										
Kevin Ham	Porsche	Carerra	62.393	1 59.090	60.598	1 58.853	58.853	2	50.143	5
Richard Shimabukuro	Mazda	RX-7	61.518	62.671	61.450	62.445	61.450	8	52.355	22
Lyle Terayama	Porsche	911	71.816	72.190	69.815	67.873	67.873	41	57.828	55 N
<b>BSP</b> Class Average : 64.285										
Garrett Chew	Datsun	240Z	62.318	61.671	61.134	61.285	61.134	7	51.780	19
Joyce Murray	Datsun	240Z	65.371	64.399	64.369	63.121	63.121	17	53.463	28
Mark Murray	Datsun	240Z	67.876	64.094	63.864	72.806	5 63.864	22	54.093	31
Robbie Carvalho	Datsun	240Z	DNF	69.567	72.532	69.021	69.021	48	58.461	58

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX	
<b>CSP</b> Class Average : 65.995											
Ken Van Orman	BMW	M3	60.508	60.291	60.444	62.786	1	60.291	3	50.886	16
Dean Kawasaki	Toyota	Corolla	61.911	61.530	60.888	69.185	1	60.888	6	51.389	18
Tyler Teruya	VW	Golf	68.350	67.457	68.869	1	69.051	67.457	37	56.934	50 N
Andrew Park	Honda	CRX	70.629	69.716	69.196	67.947	67.947	42	57.347	53	
William McGill	Mazda	Miata	73.891	70.376	69.337	69.962	69.337	50	58.520	59	
Richard Chun	Acura	Integra GSI	70.766	71.076	70.887	70.048	70.048	53	59.121	61	
<b>DSP</b> Class Average : 70.101											
Clifford Goto	Dodge	Neon R/T	62.204	62.215	60.644	61.215	60.644	5	49.667	2	
Eugene Van Orman	Volkswage	Jetta GLX	64.716	65.259	65.231	64.011	64.011	23	52.425	23	
Gary Kitagawa	Honda	Prelude SI	71.907	69.371	68.936	65.142	65.142	29	53.351	27	
Richard Crabbe	Nissan	Maxima	68.310	68.736	69.006	67.564	67.564	39	55.335	37	
Lawrence Hoggan	Acura	Integra	68.979	70.847	DNF	68.066	68.066	43	55.746	41	
Ricky Tom	Honda	Prelude	69.561	68.700	68.745	69.079	68.700	46	56.265	46	
Pierre Felipe	Nissan	Sentra	69.685	69.584	70.665	DNF	69.584	52	56.989	51	
Martin Barrozo	Nissan	240SX	74.014	74.422	72.304	71.097	71.097	59	58.228	57	
Braden Lee	Nissan	240SX	72.827	82.155	1	73.206	DNF	72.827	63	59.645	63
Andrew Allwood	Nissan	240SX	78.926	73.192	94.909	2	DNF	73.192	67	59.944	67
Michael Durrett	Saturn	SL2	85.883	78.572	75.184	74.109	74.109	74	60.695	70 N	
Nick Nakashima	Nissan	240SX	86.276	3	DNF	116.718	2	91.113	1	86.276	80
<b>ESP</b> Class Average : 67.758											
John Pinero	Chevy	Camaro	68.394	63.555	1	61.857	62.360	61.857	11	50.846	15
Chris Kam	Chevy	Camaro	DNF	73.659	74.502	DNF	73.659	72	60.548	69	
<b>FSP</b> Class Average : 71.257											
Keith Binning	Toyota	Corolla	65.098	76.002	96.577	3	63.421	63.421	20	51.815	20
Ross Hamada	Toyota	Tacoma	75.667	75.721	75.783	73.301	73.301	68	59.887	66	
Elliot Loo	Volvo	740 Turbo	73.445	73.645	73.850	75.659	73.445	69	60.005	68	
Royce Fujimoto	Toyota	Corolla	74.933	78.078	86.268	74.860	74.860	75	61.161	71	
<b>CP</b> Class Average : 65.172											
Halford Tome	Ford	Mustang	66.152	DNF	65.238	65.172	65.172	31	55.852	42	
<b>FP</b> Class Average : 66.978											
Ross Perrins	Datsun	240Z	76.335	63.396	63.995	74.618	63.396	19	50.970	17	
Scott Pires	Datsun	240Z	65.087	64.775	64.656	65.463	64.656	28	50.626	12	
Paul Detton	Datsun	240Z	87.006	78.021	74.192	72.882	72.882	64	59.690	65 N	
<b>DM</b> Class Average : 66.799											
Charles Lindemann	Volkswage	GTI	61.876	62.543	62.312	63.805	1	61.876	12	55.688	39
William Lindemann	Volkswage	GTI	64.326	63.024	64.150	65.208	1	63.024	16	56.722	49
Jack Evans	VW	Karman Gh	70.941	69.174	68.770	76.512	1	68.770	47	61.893	72
Brandon Sodetani	Toyota		85.483	84.184	102.206	2	73.524	73.524	71	66.172	79 N
<b>EM</b> Class Average : 67.091											
Harvey Okamura	Datsun	240Z	61.823	61.445	62.959	60.512	60.512	4	54.945	35	
Wesley Aihara	Toyota	MR2	68.981	69.874	68.826	68.505	68.505	44	62.203	74	
Ron Mishima	Toyota	MR2	75.303	2	70.475	69.164	70.136	69.164	49	62.801	76
Lindsey Akamu	Toyota	MR2	81.008	1	70.184	70.904	70.429	70.184	54	63.727	78
<b>FM</b> Class Average : 56.157											
Keith Greer	Red Devil	F440	58.190	56.973	57.052	56.157	56.157	1	50.766	13	

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX
<b>STS</b> Class Average : 67.965										
Earl Huang	Subaru	Impreza	62.691	63.552	62.684	63.271	62.684	15	49.082	1
Kalani Kitamura	Subaru	Impreza	65.087	64.187	64.837	65.131	64.187	24	50.258	8
Joseph Battista	Subaru	Impreza	66.161	65.236	65.471	64.342	64.342	26	50.380	9
Vernon Pires	Subaru	Impreza	67.018	67.319	65.224	64.406	64.406	27	50.430	10
Craig Watanabe	Honda	Accord	DNF	DNF	85.110	70.877	70.877	57	55.497	38 N
Shawn Naito	Acura	Integra	83.082	81.425	81.293	DNS	81.293	79	63.652	77 N
<b>STR</b> Class Average : 61.820										
Gavin Lee	Acura	Integra	62.700	63.438	61.636	61.954	61.636	10	49.925	3
Barry Lai	Nissan	240SX	63.392	63.229	62.222	62.004	62.004	14	50.223	7

FTD: 56.157

Overall Average : 67.854

Standard Deviation : 5.401

N - Novice	PAXTime - PAX Adjusted Time
OA - Ranking based on Best time	PAX - Ranking based on PAXed Time
DNF - Did Not Finish Run	DNS - Did not Start
DNW - Did Not Work (No times will be recorded)	

The PAX Index is an autocross handicapping system designed to allow comparison between the various SCCA Solo II classes. The PAX numbers represent times that should be run by cars developed to the limit of the rules and driven by national caliber drivers. The PAX Index is updated each year to account for rule changes and is based on major events, including the SCCA Solo II Nationals, where there are plenty of fully prepared cars in the hands of top quality drivers.

To use the Index, multiply a given time by the class index number to get an indexed time. For example, if a CS car runs a time of 43.500, its indexed time is 34.887 (43.500 x .802). If on the same course, an ASP car runs a time of 41.000, its indexed time is 34.932 (41.000 x .852). In this case, the CS competitor performed the best.

## Remember “Slow In ... Fast Out”



Here you can see the difference a few months of regular autocrossing can make in your cornering technique. Generally our courses are designed to reward a “Slow In...Fast Out” style of driving. The drivers in the top three pictures, Reid Morimoto, Russell Yamaguchi, and Charles Huang (L to R) have all had several months (or more) of experience, and have managed to slow their cars enough to cut a sharper turn around the corner. The cars in three photos below are all running a bit wide in this section, and the drivers, Pierre Felipe, David Koseki, and Craig Watanabe (L to R) are newer to the sport of autocrossing. Naturally the “racing line” you take will vary depending on the kind of car you drive, however, almost all of us can benefit from remembering “Slow In...Fast Out”



## Solo II Heat Schedule for October 8th, 2000

8:00 Track Set-up  
 9:30 Race / Work Registration, Tech Inspection, Track Walk  
 10:15 Track closed, Heat 1 Drivers and Workers Meeting  
 10:30 Start Heat 1  
     **Heat 1: Super Stock, AS, BS, CS, DS, ES, FS and GS**  
 Heat 2 Drivers and Workers Meeting  
     **Heat 2: A Street Prepared, BSP, DSP, ESP, and FSP**  
 Lunch Break, Awards Presentation, Track Walk  
 Heat 3 Drivers and Workers Meeting  
     **Heat 3: C Street Prepared, STS, STR, SM**  
 Heat 4 Drivers and Workers Meeting  
     **Heat 4: A Prepared, BP, CP, DP, EP and all Modified**  
 Fun Runs: \$1.00 per run, Passengers welcome with a Helmet.  
     **Clean-up, Put away cones**

## SCCA Hawaii Region Board of Directors, contacts & Telephone numbers:

<b>Linsey Akamu (RE)</b>	595-3595	
<b>Ed Hollman</b>	488-1782	
<b>Paul Schwartz</b>	396-3485	
<b>Jessie Weinberger</b>	623-7515	
<b>Ed Kemper</b>	524-0330	(edracers@aol.com)
<b>Art Sonen</b>	734-3226	(asonen@aol.com)
<b>Gerald Luke (F&amp;C)</b>	(wk) 591-2791	gcylibz@lava.net)
	(hm) 737-0073	
<b>Colin Sato (Huila Editor)</b>	255-1255	(colin@satoauto.com)

## SCCA Hawaii General Membership Meeting October 11th

This month's meeting will be at **Pflueger Honda (777 Ala Moana Blvd)**. We will be in the conference room right on Koula St. Turn off of Ala Moana onto Koula St., and as you drive towards the ocean on, there are parking spaces on the side of the Pflueger Honda building.

This meeting will start at 7:00, if you have any questions regarding the meeting agenda, please call Linsey Akamu at 595-3595. For directions call Colin Sato at 255-1255.

Huila welcomes all responsible comments, suggestions, editorials, and advertising. We have a deadline for publishing so please contact the editor for details. We reserve the right to edit all submissions as needed. All submissions should be e-mailed or on disk, we're not re-typing anything! Anything else must be camera ready.

This newsletter is non-profit, if you want to advertise here it's not expensive, just help us with the production costs!



## 2000 Schedule

January 9  
 February 13  
 March 12  
 April 9  
 May 21  
 June 11  
 July 9  
 August 13  
 September 10  
**October 8**  
 November 12  
 December 10



## 2000 Racing Schedule

February 27th  
 -Solo 1/ Regional  
 May 6th  
 - Drivers School  
 May 7th  
 -Solo 1/ Regional  
 June 25th  
 -Solo 1/ Regional  
 August 26 & 27  
 -Solo 1/ Regional  
 September 24th  
 -Drivers School  
**October 29th**  
 -Solo 1/ Regional



## The Amazing 2001 Civic In A Class By Itself



The 2001 Civic has been totally redesigned from the ground up. Honda is an engine building company and these new engines are more powerful while at the same time more fuel efficient and environmentally friendly. The 2001 Civic's chassis is stiffer and more rigid and makes greater use of high-tensile steel for greater safety and enhanced ride quality. Inside there's more space as well: more hip room, shoulder room and cargo space. The rear seat passengers benefit from a totally flat floor area for more leg room. To accomplish all this while still maintaining the quality, value, and style that Honda buyers have come to expect, is even more remarkable. Come see the all new Civic Coupes and Sedans, call me Colin Sato at 255-1255 for an appointment to see this beautiful new addition to our lineup, I'm sure you'll be impressed. I know I was.